GEOGRAPHIC NEWS BULLETINS

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General Headquarters, Washington, D. C.

Contents for Week of December 11, 1933. Vol. XII. No. 23.

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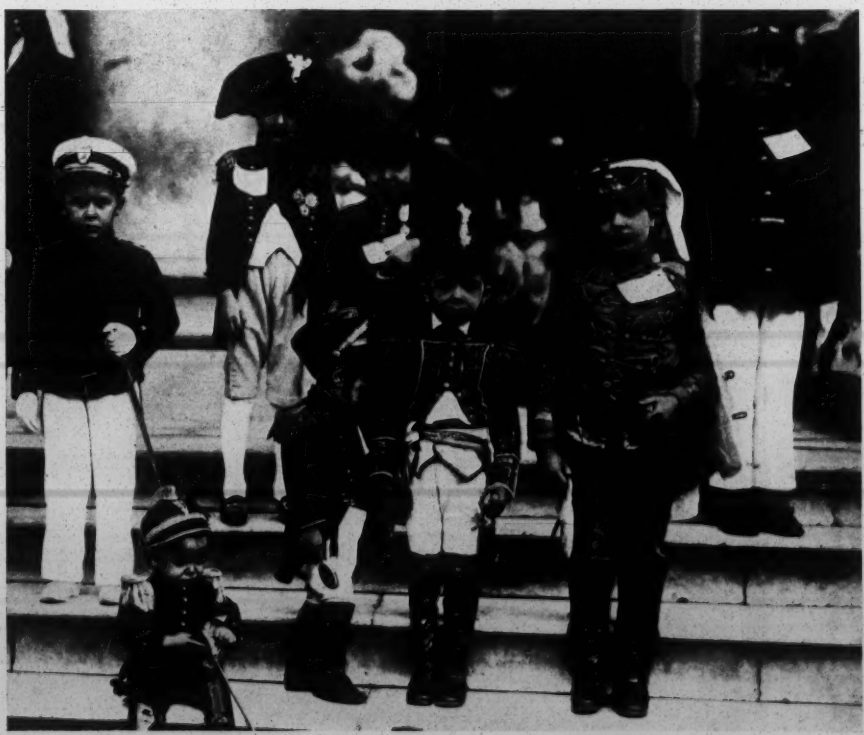

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FUTURE GENERALS AND ADMIRALS OF URUGUAY

A costume party in Montevideo offers a pageant of historic military uniforms. Uruguayans love sports and military parades, although Uruguay is a peaceful nation (See Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Uruguay, Host to Pan American Congress

URUGUAY, the smallest of South American republics, is in the news spotlight as host to the Seventh International Conference of American States (popularly known as the Pan American Congress).

Delegates from the Latin American republics and from the United States are meeting this month in Montevideo, the capital, to consider problems relating to commercial policy, peace machinery, and cultural relations of the two Americas.

While Uruguay is the smallest and one of the least known of Latin American nations to the average American tourist and traveller, it is one of the most progressive and beautiful countries of South America. Sometimes it is called "the Purple Land," because its wide rolling plains, or *campos*, wrapped in a soft, purple haze in the distance, and dotted with broad patches of blue and purple flowers, have a gardenlike appearance.

Favored as Pastoral Nation

To the world of commerce, however, Uruguay means meat and meat products, wool and hides. Of its 72,000 square miles (a little larger than the combined area of the New England States), more than 60 per cent is devoted to stock raising, and an additional 20 per cent is made up of mixed farms and ranches. Its chilled and frozen meats, dried beef, beef extracts, canned beef and mutton, wool and hides, as well as live cattle, sheep, and horses constitute 95 per cent of the exports which Uruguay pours into the channels of world trade.

Uruguay is unusually favored as a pastoral nation. Many streams water its rolling grassy plains. On the great cattle and sheep ranches few barns or shelters are to be seen, because the climate of Uruguay knows no extremes of heat or cold. Farm crops, which are gaining in importance, can be raised during most of the year, as the ground seldom is frozen.

Geographically, too, Uruguay is blessed. The country has no mountain barriers, and it is bounded on three sides by water—the Atlantic Ocean on the east, the Plata (Río de la Plata) on the south, and the Uruguay River on the west. Nearly 2,000 miles of railway and some 8,000 miles of highway offer ready outlets to navigable water for the nation's products.

Uruguay Has No Indian Problem

Most of the ranches, or *estancias*, of Uruguay are large. The average ranch contains more than 1,000 acres, and many of the farms are of 250 acres or more. Uruguay alone among South American nations has no Indian or aborigine problem. Its 2,000,000 people are the descendants of Spanish pioneers, or of immigrant Italians, Spaniards, Brazilians, and Germans.

The cowboys of the central *campos*, like those of Argentina, are called *gauchos*, and, while some of them to-day dress somewhat like the cowboys of our Western plains, many of them still wear divided skirts, soft hats, and long wool ponchos that float in the breeze as they ride swiftly about on their horses.

Uruguay was discovered as early as 1515 by the Spanish navigator Juan Diaz de Solis. It was in turn a part of Paraguay, of the vice-royalty of Río de la Plata, and of Brazil before it became an independent republic in 1825. Its record as a nation has been remarkably free from revolutions. To prevent dictatorships Uruguay borrowed a political idea from the ancient Venetian Council of Ten. Executive power in Uruguay is divided between the President and a National Administrative Council of Nine, with nine alternates. Both the President and Council are chosen by direct popular vote. Cabinet appointments are divided between the President and the Council.

Pleasure Resort for Nearby Nations

Montevideo, facing the Río de la Plata, is not only the capital of Uruguay but the only large city in the republic. It plays contrasting rôles. It is one of the world's busiest and most important seaports, and at the same time is a pleasure resort of international appeal. Montevideo's parks, casinos, cafes, and beaches lure visitors from Argentina, Paraguay, and southern Brazil as well as from the hinterland of Uruguay.

The name of this sparkling metropolis is said to have been derived from the exclamation of a pilot on an early exploring vessel: "Monte video!" (I see a mountain), referring to a conical hill 486 feet high, which rises across the bay from the old city.

Millions of dollars have been spent to give the city one of the most efficient harbors in the world—with outer and inner breakwaters, modern piers, and customs houses, and dredged

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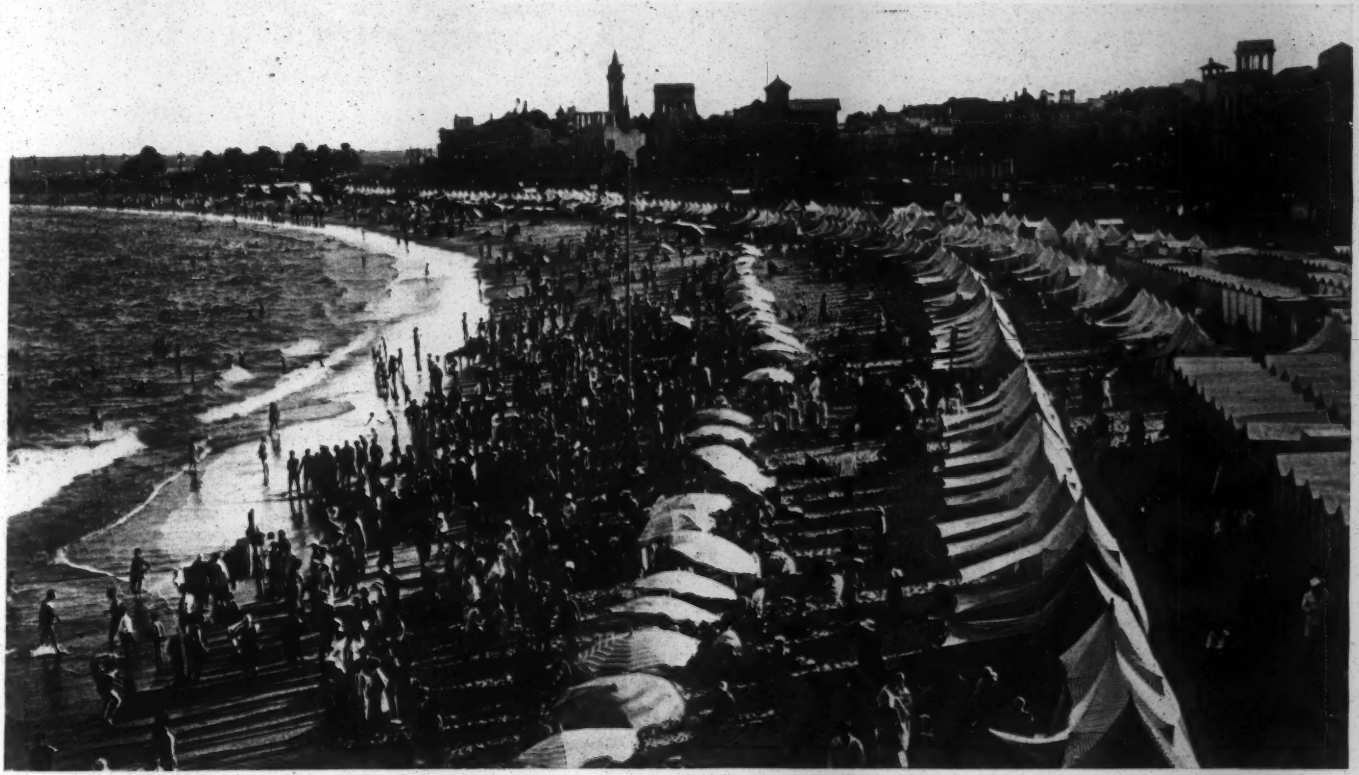

Photograph from Oficina Municipal de Propaganda e Informaciones

POCITOS BEACH, "THE ATLANTIC CITY OF URUGUAY"

This popular seaside resort is situated only three miles from the center of Montevideo. Back of the sandy beach rise scores of picturesque villas, set among rose gardens and green shrubbery, to which well-to-do citizens of Montevideo, Buenos Aires, and even southern Brazil come to spend the summer months of December, January, and February. Summer in the Southern Hemisphere occurs while we are having winter (See Bulletin No. 1).

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George Washington's First Battlefield Preserved

DEEP in the forests of Laurel Ridge, a mountain of southwestern Pennsylvania, a young Virginia lieutenant-colonel and his troops, and a young French ensign and his patrol, exchanged the first volley in a war that changed the map of the world almost as much as the shots fired at Sarajevo, Servia, in 1914.

The Virginia lieutenant-colonel was George Washington, and the Frenchman, Coulon de Jumonville. The latter was killed in this, the first engagement of the French and Indian War, known abroad later as the Seven Years' War.

Recently the title to 4½ acres of land where the battle took place was obtained by a Pennsylvania patriotic organization, which will preserve the ground and Jumonville's grave as a historical monument.

French Begin Fort Duquesne

In a communication to the Washington, D. C., headquarters of the National Geographic Society, Dr. William Joseph Showalter describes this earliest of Washington's military campaigns, and the first conflict at arms between the French and the English for the possession of the Mississippi Valley.

"Only ten weeks after Washington's first scouting trip into the Ohio valley region, during the winter of 1753-54, he was again headed for the district between the present cities of Cumberland and Pittsburgh," Dr. Showalter writes. "The French had occupied the forks of the Ohio and were engaged in building a fort (Fort Duquesne) in the identical spot he had observed several months before.

"Washington undertook to build a road from what is now Mount Braddock, south of Connellsville, to Brownsville, on the Monongahela, and to widen the trail between Cumberland and Mount Braddock.

"He also explored the Youghiogheny for about 30 miles, in the hope of finding a waterway open down the river to the forks of the Ohio. But the Ohiopyle falls turned him back. He then concentrated his men at the Great Meadows to erect a fort there.

Washington Leads Attack

"The Indians, who wanted to be loyal, were alarmed at the weakness of the English and at the strength of the French. Jumonville, a French officer, leading a small party of French troops, was discovered trying to ambush the Virginia soldiers.

"With the support of the Seneca Indian chief, Half-King, Washington attacked this force on top of Laurel Hill, west of the Great Meadows. Here Jumonville was killed. The French afterward asserted he was carrying a message to the Virginia troops and not acting in a military capacity; which claim Washington, with unusual vigor, denounced.

"There followed now war councils, Indian powwows, wampum exchanges, and finally news of the approach of a strong French force. It seemed wise to retreat to the Great Meadows and occupy Fort Necessity.

"Supplies failed to arrive, and when the French opened fire it was plain that surrender was inevitable. The defense lasted until about 8 o'clock in the evening, the attack having begun an hour before noon. Then a parley was held. Washington was given his choice of surrendering as a prisoner of war, or marching out with flags flying and drums beating, but leaving his artillery to be destroyed.

"As one stands by the old brick tavern beyond Farmington, on the Old Na-

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channels. More than three-quarters of the trade of the country passes through Montevideo. Great meat-packing plants—"frigorificos"—line the waterfront, and ships flying the flags of nearly every maritime nation may be seen along its quays and piers.

The sessions of the Pan American Congress are being held in the National Legislative Palace, one of the showplaces of the capital. Montevideo also has a thirty-story skyscraper, a great football stadium seating 100,000 persons, and many miles of boulevards lined with handsome structures of stone that conjure up thoughts of Paris.

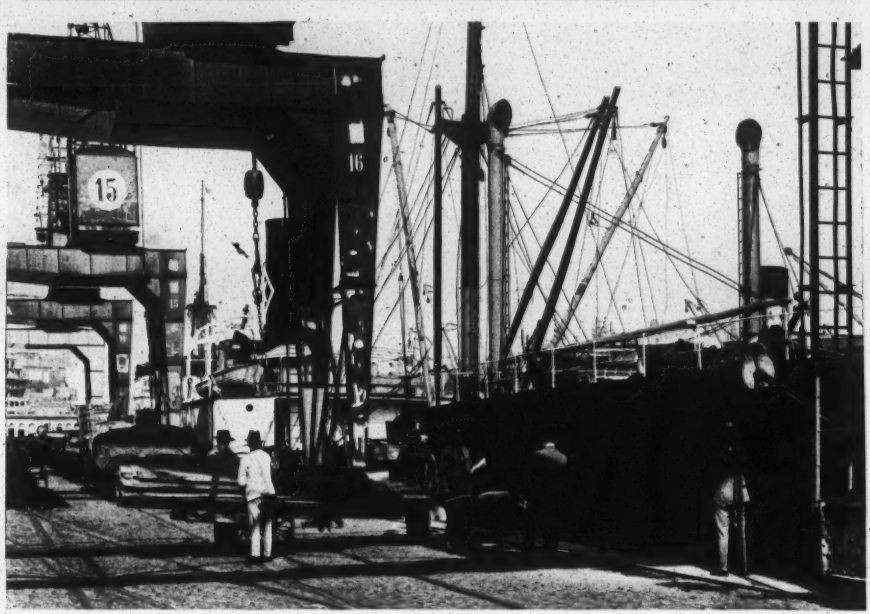
Note: For other brief references to Uruguay see: "The Greatest Voyage in the Annals of the Sea (Magellan)," *National Geographic Magazine*, December, 1932; "Skypaths Through Latin America," January, 1931; "Flying the World's Longest Air-Mail Route," March, 1930; "By Seaplane to Six Continents," September, 1928; "How Latin America Looks from the Air," October, 1927; and "Scenes in South America," October, 1921.

Bulletin No. 1, December 11, 1933.

BINDERS FOR GEOGRAPHIC NEWS BULLETINS

A special binder for GEOGRAPHIC NEWS BULLETINS which will hold thirty issues (a complete year's edition) is now available. This holder consists of a handsomely embossed brown cover and spring jaws which grip hard and hold fast one, two or any number of BULLETINS up to a full year's allotment. When a single BULLETIN is required elsewhere, release is immediate, replacing equally easy while other BULLETINS remain undisturbed in numerical order as they were. BULLETINS are not punched or marred in binding.

This binder can be obtained by writing direct to The Albrecht Company, 211 South Sharp Street, Baltimore, Md., the National Geographic Society is informed. It is mailed postpaid upon receipt of $1. Money will be refunded if the binder does not prove satisfactory. Your name will be placed on the front cover in 22-carat gold for 15c additional.



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ALONG MONTEVIDEO'S BUSY WATERFRONT

As Uruguay deals chiefly in two of man's greatest necessities—food and clothing—its commerce is steady and bulky. In one of the beef-extract plants along the Montevideo waterfront visitors may see "the largest kitchen in the world," and other interesting sights connected with the preparation of meat products for export.

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Sulphur, Yellow Magic of Modern Industry

GERMANY, which has no natural sulphur deposits, has decided to curtail even the artificial production of sulphur as a by-product from various industrial gases. Decline in value of the American dollar allows Germany to buy the mineral from us much cheaper than it can be made, even as a by-product, at home.

Thirty years ago the sulphur industry in the United States was in its swaddling clothes. In 1901 oil drillers discovered large deposits in Texas. From this and other deposits sulphur production has developed until to-day American mines give up about 80 per cent of the world's supply.

Perhaps, to the average layman, sulphur is known only as a mineral used in the manufacture of matches, an ingredient of pills and liquids filling drug store shelves, or a yellow substance that is burned to fumigate sick rooms.

Texas Is Chief Sulphur State

But to chemists and manufacturers it is a far more important mineral. Sulphur in various "disguises" hides in thousands of products and aids in the manufacture of others.

Manufacturers of alcohol, alum, artificial fertilizers and silk; beltings, binders and bleaching agents; celluloid, cements and chemicals; dyes, ebonite, elastics and explosives; fire extinguishers, fireworks, preserved food and fumigants; glass, glue and glycerine; leather, liquid fuel, livestock food and lubricants; medicine and moving picture films; paints, paper, photographic supplies and poisons; refrigerators, rodent exterminators and rubber; shoe polish, soap, soda, pickled steel, storage batteries, sugar and textiles, are all good customers of the sulphur producer. And this is only a partial list of the users of the mineral.

Nature was no respecter of world regions when she scattered sulphur through the earth's rocky crust. Apparently, however, she was more generous with some regions than others. Wherever there are volcanoes there is sulphur, but lava-spouting craters were not Nature's only beneficiaries, for the coastal plains of Texas now are the world's greatest source of the yellow mineral.

Took Lead from Sicily

In 1903 about 95 per cent of the world's supply of sulphur was dug out of the hills of Sicily, where it had been produced for several centuries. Although sulphur now is the leading Italian mineral, Italy is the second largest producer.

Japan, Chile, Spain, Austria, Ecuador, France, Greece, China and Mexico also have "workings" but the total output of all of them, including Italy, is only about one-fifth of the amount taken from United States deposits to-day.

Texas, with its numerous sulphur properties, is the "Sulphur State" of the United States. It supplies about 99 per cent of American sulphur. The other one per cent comes in normal times from Nevada, Utah, Louisiana, Colorado, and New Mexico. The Lone Star State produces more than 2,000,000 tons a year.

Many deposits, particularly those in Sicily, are worked in much the same way as coal mines. In Texas, a sulphur-producing area resembles an oil or a gas field, with lofty derricks dotting the landscape and a network of steel pipes covering the ground.

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tional Trail east of Laurel Ridge, and looks down by the creek where the reconstructed log stockade, Fort Necessity, now stands, it is easy to imagine what his capitulation to the French on that third day of July, 1754, cost him.

"The scene of the Jumonville engagement can be reached easily to-day via U. S. Route 40 (the Old National Trail). About five miles east of Uniontown, Pennsylvania, on the summit of Laurel Ridge, a side road leads north from U. S. Route 40 to the battlefield, which is marked by several tablets and monuments. Reconstructed Fort Necessity stands a few miles farther east on U. S. Route 40. In addition to the log stockade, a nearby mansion has been converted into a museum of Revolutionary relics."

Note: The *National Geographic Magazine* has published a number of articles touching upon Washington's life and his influence on present-day America. See also: "New Jersey Now!" *National Geographic Magazine*, May, 1933; "The Historic City of Brotherly Love," December, 1932; "Dismal Swamp in Legend and History," July, 1932; "Travels of George Washington," January, 1932; "Washington Through the Years," November, 1931; "Approaching Washington by Tidewater Potomac," March, 1930; "Virginia—A Commonwealth That Has Come Back," April, 1929; "The Home of the First Farmer of America," May, 1928; and "A Maryland Pilgrimage," February, 1927.

Bulletin No. 2, December 11, 1933.

Drawn by J. M. Darley

WASHINGTON'S TRAVELS IN SOUTHWESTERN PENNSYLVANIA

The site of the Jumonville engagement, George Washington's first battlefield, may be located at a point midway between Dunbar's Camp and Gists (Mt. Braddock). Washington's early travels, 1732-58, are indicated by the Roman numeral I. Two other periods are designated by the numerals II, and IV. (See "The Travels of George Washington," in the *National Geographic Magazine* for January, 1932).

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Map Shows Changes in World's "Mother Continent"

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A WALL MAP, SUCHOW, CHINA

THE face of the world's "Mother Continent"—Asia—has changed greatly in recent years. New territorial details of Far Eastern countries, from which cable and wireless stories are pouring into America daily, are shown on a new map of Asia and adjacent regions just published by the National Geographic Society.

The map includes all of Asia and the East Indies, all of Europe and a large section of northern and northeastern Africa. In the upper right hand corner the tip of Alaska, in North America, appears.

A prominent feature of the new map is its treatment of the territory of the Union of Socialist Soviet Republics on which the most recent spotlight of world interest has centered. The entire area of this largest country in the world is shown, both the portions in Asia and those in Europe. Boundary lines within the Soviet Union indicate the seven constituent Republics of the country, as well as the numerous "autonomous republics" and "autonomous areas."

Meet the Republic of Tannu Tuva

Tannu Tuva, one of the least-known of the world's republics, is shown on the Asia map. It was carved out of the northernmost territory of old China, a part of Outer Mongolia. The state was recognized as independent in 1926; but it has seldom appeared in world news. Its population includes many Russian settlers, and it is under Soviet protection. Hidden away west of Lake Baikal and southwest of the Trans-Siberian Railway, the republic is seldom reached by travelers from America.

Inner Mongolia, latest unit of China to seek autonomy, appears; and a colored line shows the farthest advance of Japanese influence along the western border of one-time Manchuria.

Map readers who learned their geography a generation or even a decade ago will find new to them the names of many areas, towns, and physical features, especially in the Soviet Union. In former Turkestan, for example, are the Turkmen Soviet Socialist Republic, the Uzbek S.S.R., the Tadzhik S.S.R., the Kara Kalpak Autonomous S.S.R., and the Kirghiz A.S.S.R.

New Asian Railways Shown

The one-time city of Ekaterinburg has become Sverdlovsk, Verni has given place to Alma Ata; Poltoratsk is now Ashkhabad. In each of these cases and in

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When drillers reach sulphur, they sink steel piping, force super-heated steam into the deposit, and pump the melted mineral through pipes to a huge wooden vat. As the vat is filled, its sides are built higher. The sulphur that solidifies is almost pure sulphur.

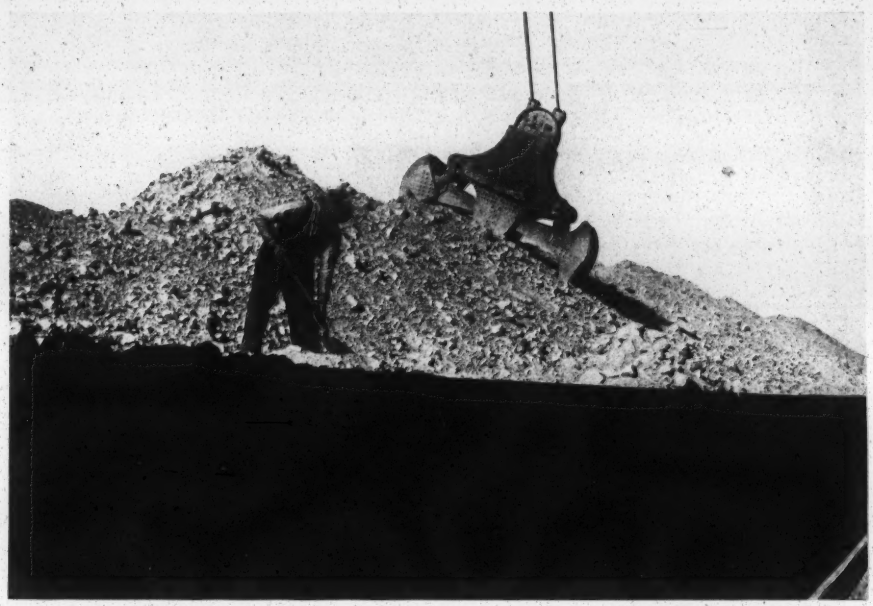
Sides of Vats Removed

Then the wooden sides of the vat are removed and the mountainous block of sulphur—about 1,000,000 tons—is exposed. A characteristic sight in the Texas sulphur country are the towering yellow blocks, gleaming in the sun. Some of the vats in which the sulphur is molded are 800 feet long, 300 feet wide, and from 40 to 50 feet high.

Railroad spurs are laid beside the blocks and as sulphur companies receive orders, explosives break down the masses and the mineral is conveyed to cars by steam shovels and belt conveyors.

Note: For other references to sulphur and to regions where sulphur is found or used consult: "Illinois, Crossroads of the Continent," *National Geographic Magazine*, May, 1931; "North America's Oldest Metropolis," July, 1930; "Cirenaica, Eastern Wing of Italian Libia," June, 1930; "Louisiana, Land of Perpetual Romance," April, 1930; "Flying the World's Longest Air-Mail Route," March, 1930; "Falcon, the Pacific's Newest Island," December, 1928; "So Big Texas," June, 1928; "Sicily, Island of Vivid Beauty," October, 1927; "Waimangu and the Hot-spring Country of New Zealand," August, 1925; "Zigzagging Across Sicily," September, 1924; and "The Valley of Ten Thousand Smokes," February, 1918.

Bulletin No. 3, December 11, 1933.



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YELLOW SULPHUR GLEAMING IN THE TEXAS SUN

Ships are loaded by steam shovels from the docks at Galveston, the chief sulphur port of the United States. It is near the deposits of Matagorda and Brazoria counties, two of the chief sulphur-producing fields in the world. The man's shovel seems tiny indeed when compared with the bucket taking a big "bite" in the background.

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Lundy Island, Granite Sentinel of Bristol Channel

THE self-styled "king" of Lundy Island is in trouble again. Some months ago English courts ruled that personal ownership of a British island does not carry with it the right to issue coinage. The ruling was directed at the owner of Lundy Island, who was fined for a breach of the British coinage law. Recently the "king" of Lundy Island was sentenced to 18 months' imprisonment for fraud.

Lundy is not large enough to draw ink from the pens of world mapmakers, but the rocky little island off the coast of Devon has played an important part in the history of western England.

Lundy is really a high granite peak which pierces the surface of Bristol Channel, one of the busiest water routes of the British Isles. On stormy days as many as a hundred ships anchor in its single safe bay. By day its 400-foot cliffs are landmarks for navigators, while at night its two lighthouses silently guide the vessels which ply the Channel to and from Bristol, the San Francisco of England's west coast.

Also a Graveyard of Ships

Lundy also has taken heavy toll of shipping. Smashed hulks and gear of vessels lie in a tangled mass about the outlying rocks and in deep caves of its precipitous cliffs. Outstanding among the Lundy disasters was the crash of the British battleship Montagu which struck the island in 1906. That disaster cost the British government the equivalent of $10,000,000. Lundy is the scene, too, of the wreck of the "Santa Catharina," so vividly described in Kingsley's "Westward Ho!"

Lundy is about 3 miles long and one-half mile wide. Its summit is topped with a thin layer of fertile earth where its 45 inhabitants now are peacefully employed in farming and cattle raising. There is but one road leading from the Channel to the summit. The remainder of the island is girded by inaccessible cliffs. In early times, when the one approach was guarded, its inhabitants were secure against attack by invaders.

Even royalty acknowledged the isolation and security of Lundy against attack, because Henry II fled there to avoid the threats of an infuriated wife and a nobleman of his court.

Moslems Joined Pirate Colony

Outlaws found Lundy a safe base of operations once they had gained the island by clever ruses. When pirating on the seas was dull, they sailed over to the Devon shore, looted homes and shops and kidnapped a few Englishmen. Church members of Devon villages once raised funds to pay ransom demanded for their members almost as methodically as they do to-day to pay off a mortgage.

Bristol Channel was such a happy hunting ground for thieves that the Channel was known among them as "The Golden Bay." The rich plunder even drew marauders from such distant places as Algeria and Tunisia.

Once a respected islander contracted to transport slaves to Virginia. The slaves were brought only to Lundy, left there, and the ships returned to England.

A story of an invasion of Lundy by French pirates illustrates how easily outlaws took the island. A large ship flying a Dutch flag anchored in the Lundy roadstead and an officer landed to beg milk for his "sick captain." A few days later the officer reported that the captain had died. He asked permission to use the Lundy church for the funeral. Permission was granted and the ship's officers and crew

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scores of others the displaced name appears on the map in parentheses beside the newer name.

Newly-built rail lines are shown on the map. Most of the new construction appears in Turkey, in the Kazak Antonomous Soviet Socialist Republic, and in Manchuria and northern Korea. From numerous important railheads the map shows overland trade routes extending through deserts and over mountains. These trails were once traversed only by camel and mule caravans. Recently beasts of burden on some—notably in Trans-Jordan, Iraq and Persia—have given way to motor trucks and passenger automobiles.

Arabian Boundaries Complete

Thanks to recent exploration, Arabia is shown for the first time with the boundaries of its several countries complete. Former maps have generally shown boundaries only along the coastal region, leaving the interior a region of vague frontiers.

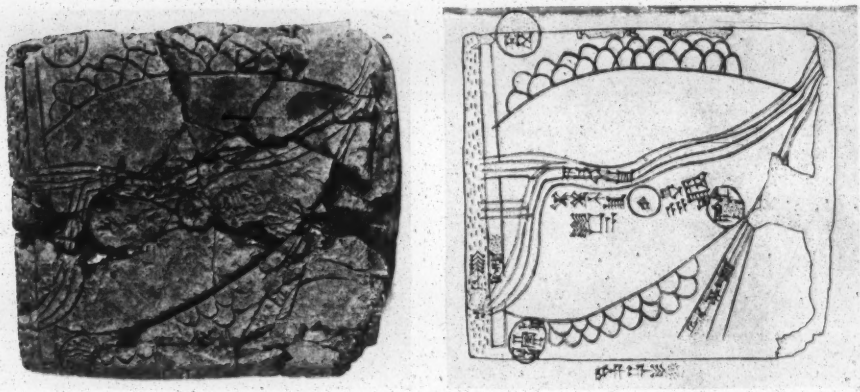
The newest geographic features shown are islets in the China Sea west of Palawan, the occupation of which by France in the early autumn was protested by the Japanese.

Note to teachers: The new map of Asia is issued as a free supplement to the December, 1933, issue of the *National Geographic Magazine*. It is also sold separately for 50 cents (paper) and 75 cents (linen).

The New Map of Asia supplements several recent and timely articles about the world's largest continent in the *National Geographic Magazine*. Students preparing projects or units of work about Asia will find the following helpful: "Exploring the Secrets of Persepolis," *National Geographic Magazine*, October, 1933; "Explorations in the Gobi Desert," June, 1933; "The Story of the Map," December, 1932; "From the Mediterranean to the Yellow Sea by Motor," November, 1932; "Flying the World" and "Surveying Through Khoresm," June, 1932; "First Over the Roof of the World by Motor," March, 1932; "Citroën Trans-Asiatic Expedition Reaches Kashmir," October, 1931; "Trans-Asiatic Expedition Starts," June, 1931; "On the World's Highest Plateaus," March, 1931; "New Light on Ancient Ur," January, 1930; "Desert Road to Turkestan," June, 1929; "The World's Greatest Overland Explorer (Marco Polo)," November, 1928; "Seeing the World from the Air," March, 1928; "By Coolie and Caravan Across Central Asia," October, 1927; and "From England to India by Automobile," August, 1925.

A complete list of the Society's map and book publications will be sent free to teachers upon request.

Bulletin No. 4, December 11, 1933.



Photographs from Semitic Museum, Harvard University

ONE OF THE WORLD'S EARLIEST MAPS

The clay tablet, left, and its reconstruction, right, represent a sea, two rivers, two mountain ranges, and three cities. It was found at Nuzi, in Iraq, and is over 4,000 years old. Map-making has made great strides in recent years, and to-day up-to-date maps are indispensable equipment for schools, airlines, government and business offices, and homes.

bore a casket to the church and explained that their custom did not permit strangers to attend a burial service.

When the last islander stepped over the threshold of the church, the casket was opened and each "foreigner" armed himself with guns, knives and ammunition from the casket. A few moments later Lundy was in the hands of the "mourners." The Frenchmen soon left with all the valuable property of the islanders that they did not destroy.

Lundy has no trees. Winds constantly sweep the island. Its ruined castle and fortress walls, its quaint stone buildings and strangely carved cliffs, where perch myriad sea birds, are drawing increasing numbers of visitors.

Note: For other pictures and descriptions of English coast villages, and their rich background of history and tradition, see: "Between the Heather and the North Sea," *National Geographic Magazine*, February, 1933; "Visits to the Old Inns of England," March, 1931; "Down Devon Lanes," May, 1931; "Char-a-Bancs in Cornwall," December, 1924; "The Channel Islands," August, 1920; "One Hundred British Seaports," January, 1917; and "Channel Ports—and Some Others," July, 1915.

Bulletin No. 5, December 11, 1933.

Photograph by A. W. Cutler

CLOVELLY, LUNDY'S NEAREST NEIGHBOR ON THE MAINLAND

So steep are the cobblestone streets of this quaint north Devonshire coast village that buses and motor cars cannot use them. Visitors must either walk or use such shaggy little donkeys as are shown in the picture above. Even the mail arrives and departs by donkey back. The cliffs in the background are typical of those on Lundy Island.

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